news

TOWN PLANNING INSTITUTE OF CANADA

Vol. 1, No. 3 November, 1955

THE ANNUAL CONFERENCE

Since the preliminary programme for the conference was distributed, further details of speakers have been obtained.

In the 2:30 - 5:30 p.m. meeting on Friday, November 18th, the panel member speaking on the "Need for an Ideal" will be Mr. Stewart Bates, President of Central Mortgage and Housing Corporation. The main theme of this panel discussion is:

"The Urban Development of Canada and the Function of the Town Planner".

At the Dinner Meeting at 7:00 p.m. on Friday, November 18th, the guest speaker will be Mr. J.A. Baldwin, Deputy Minister of Transport. His topic will be:-

"Air Transportation as a Problem in Urban Growth".

As has already been announced the Luncheon Meeting at 1:00 p.m. on Saturday, will be addressed by Mr. Jack Howard, the President of the American Institute of Planners. He will speak on:

"Professional Institute Problems".

Members are reminded that if they have not already informed the Secretary and the Hotel of their intention of attending the conference they should do so immediately.

CENTRAL ONTARIO CHAPTER

A Dinner Meeting of the Central Ontario Chapter of the Institute was held at the Seaway Hotel, Toronto, on the 24th of October. The main purpose of this meeting was the election of officers for the coming session commencing on November 1st. Those elected were:-

Chairman	M.B.M. Lawson
Secretary-Treasurer	E.A. Gomme
Councillors	A.P.C. Adamson
	W.F.H. McAdams

The meeting concluded with a general discussion on standards and policies for professional conduct and qualifications.

FUTURE JOINT MEETINGS BETWEEN THE A.I.P. and T.P.I.C.

At the joint meeting held last June between the Michigan Chapter of the American Institute of Planners and the Central Ontario Chapter of the Institute, a questionnaire was distributed to gauge the delegates views on future meetings. The result of this enquiry is as follows:-

1. Should these joint sessions be repeated periodically?

   Yes - 88, No - Nil

2. When should sessions be held?

Annually	55
More often than annually	26
Less often than annually	2
As occasion warrants	5

3. Would you favour the two chapters suggesting to their respective National organizations that another national joint conference be held(one was held in Niagara Falls in 1950).

   Yes - 80, No - 4

ANNUAL CONFERENCE - OTTAWA - NOVEMBER 18th and 19th

MONTREAL CONFERENCE, ASPO-CPAC

This account of the joint conference has been prepared from reports submitted by Allan H. Armstrong and Norman Pearson.

Forty one years ago the National Planning Conference was opened in Toronto by H.R.H. the Duke of Connaught. This year from September 25th to 29th ASPO and CPAC met jointly in what might justifiably be called an International Conference since several other nations were represented.

The 1500 or so men and women who took part in the programme must have been impressed with the elaborate and hospitable arrangements. Such was the variety and scale of the programme that some delegates might have found difficulty in deciding which of the simultanious panels they should attend.

The Keynote address, by Professor T.V. Smith on the rights and responsibilities of citizenship, followed the lavish hospitality of the City of Montreal and the witty speeches of welcome and response. Later sessions were a great departure from this level of generality and seemed to divide into discussions of the planning problems of urban and suburban areas, sub-divisions, zoning, and other hardy perennials.

Space restrictions permit only brief reference to some of these topics.

The Honourable R.H. Winters, Federal Minister of Public Works, outlined urban planning problems in Canada at the Monday luncheon meeting and the sessions immediately afterwards discussed some of the points he raised. American interest was caught by the descriptions of the organization and development of Metropolitan Toronto given by its chairman; and by the possibilities of the crown corporation as described by Stewart Bates, President of Central Mortgage and Housing Corporation, in the session on sub-urban development problems.

The zoning panel was marked by Walter Blucher's insistance that in the interests of flexibility the real integrity of zoning decisions was being constantly violated. It was in this session that Lorne Cumming, Chairman of the Ontario Municipal Board, revealed most thoroughly the fundamental difference in regulatory powers possessed by Canadian and American Municipalities.

The contributors on traffic conceded the important point that it is the land use pattern that generates traffic flow and that traffic ways could not be adequately designed except with a prior knowledge of the kinds and amounts of future development to be served.

Tuesday morning began with four simultaneous sessions. That on small towns indicated that most of their problems were those of big cities with two differences: the contact between local government and constituents is closer, while the atmosphere of the place - both actual and metaphorical - may be purer. This means that proposals should be prepared with an eye to local history and sentiment. Speakers from both countries deplored the proliferation of appointed Boards to do the Council's business. At the same time there was conducted under the chairmanship of S.A. Gitterman of Ottawa a lively panel on subdivision design; the adaptation of the layout to the presence of more cars than families was stressed, as was the realization that walls and roof are becoming minor elements in the cost of creating residential areas.

An interesting session on the subject of the training of planners heard four carefully prepared presentations made under the chairmanship of Carl Feiss. From this forum came the resolution that a joint committee of interested bodies should be formed with the responsibility of studying the problems of the relationship between education and professional practice

Included in a discussion on the St. Lawrence Seaway was a suggestion that planners in general throughout the areas affected were not keeping pace with the socio-economic needs indicated by the Seaway, and that only a few ports were ready for the changes. As may be imagined, this touched off debates which are probably still going on.

The Urban Renewal session heard three outstanding Americans under the chairmanship of Albert Rose of Toronto make an orderly and authoritative contribution to the subject.

After comments that the renewal areas could easily become tomorrows slums, a session near the end of the programme dealing with the City of the future heard a number of prognostications including such varied statements as "the city of the future may be 200 miles across" or "the suburbs may be expected to induce mental illness", added to these was an opinion that the automobile is a new instrument of freedom.

PLANNING NEWS

The City of Halifax has started a survey of its blighted area with a view to determining the need for a clearance or rehabilitation program or both. About 100 city blocks will eventually be surveyed and tabulated and a committee of citizens at large has been appointed by the Mayor to guide the survey.

ROYAL COMMISSION ON ECONOMIC DEVELOPMENT

A Committee of Council are working on a number of items to be submitted to the Royal Commission with regard to the future of Town Planning in Canada.

TRAFFIC SURVEY AT WINNIPEG

By Eric W. Thrift,
Planning Director, Metropolitan Planning Commission of Greater Winnipeg.

For many years now it has been obvious that any solution to Winnipeg's traffic problem must include additional bridges over the Red and Assiniboine Rivers. One bridge is now being built and a second is being planned. This second bridge is needed to facilitate traffic movement between the city centre and the north-east section of the Greater Winnipeg area, it will also help to relieve congestion at the intersection of Higgins and Main Streets, one of the most heavily used intersections in the city.

After some preliminary discussion on the exact location of this bridge it was decided to make an Origin and Destination Survey that would give an accurate and up-to-date picture of traffic movement through the area being studied. The Traffic Engineer's Department of the City of Winnipeg under Mr. Harry Burns agreed to collect the survey data and the responsibility for tabulation and preparation of maps and diagrams was assumed by the Metropolitan Planning Commission for Greater Winnipeg.

Interview points were located with great care to form a screen which would catch all the traffic moving between the city centre, suburbs and adjoining Rural Municipalities to the north-east. Young women were recruited to act as interviewers, in the words of one of the many technical references consulted in the preliminary planning stage "female interviewers of the 18-30 age group are better received by the public" - experience proved this to be true. Local police officers were used to divert one in five vehicles into interview lanes and a police sergeant toured the survey area as supervisor of police. The City Traffic Engineer and his assistant acted as technical supervisors.

In spite of the fact that the survey was carried out during a Manitoba winter with snow underfoot and temperatures well below freezing the field work was carried out without difficulty.

In the preliminary planning stage the Greater Winnipeg area had been divided into districts each with a code number. The boundaries of each district had been drawn by taking into consideration Municipal boundaries, barriers to communication, rivers, railway yards and the like, and by ensuring that each district would have a uniform development character.

The first, and most time consuming operation after field work, was to convert districts of origin and destination, type of vehicle, and time of interview into code numbers space being provided on the field survey sheets for this purpose. As coding proceeded the information was transferred to punch cards by IBM operators. After punching it was possible to sort and total the cards by IBM machines according to the information required, in this instance the number of vehicles moving from one district to another. Mechanical carding and sorting was used as this method is completely accurate and much faster than any manual method.

Desire line diagrams were drawn using lines varying in thickness with traffic volume, for clarity it was found necessary to have three sets of diagrams showing low, medium and high densities. A further diagram showed the volume of traffic flowing along major thoroughfares in the vicinity of the proposed bridge location. These diagrams gave vivid visual proof of the need for a bridge and the suitability of the proposed location.

A further set of desire line diagrams were drawn to show the volume of traffic moving within the City of Winnipeg and the volume moving between the City and the surrounding Rural Municipalities. These diagrams showed that the financial responsibility for the bridge was not a City matter alone and were used to persuade the Provincial Government to reverse a previous decision and agree to contribute to the cost of the bridge. This, alone, justified the cost of the survey.

Experience gained in this survey has shown that the preliminary planning stage must not be hurried. Interview stations must be carefully located so that no traffic is missed, and survey districts must be small enough to give an accurate picture of traffic movement. The public must be told why the survey is necessary and warned well in advance when a survey is to be taken, the local press and radio can give valuable assistance as they did for this survey. Finally, a word of warning, the temptation to draw conclusions before survey data has been fully analysed must be resisted. This particular survey brought to light traffic conditions that had not been fully appreciated by persons with many years experience of traffic problems in the Greater Winnipeg area.

C.M.H.C. FELLOWSHIPS AWARDED

The Central Mortgage and Housing Corporation has announced the following awards of Eight Fellowships for the study of Community Planning.

At McGill University:-

Miss Frances S. Pearle
J.B. Carisse
J.C. Langlois
J.D. Leaning

At the University of Toronto:-

G.R.D. Fryer

At the University of Manitoba:-

I.E. Innes
R.R. Youngberg

At the University of British Columbia:-

H.R. Fulton

POSITIONS VACANT

Province of Alberta

Planning Technician - Salary $3,840. to $4,800 required in the Town and Rural Planning Branch, Department of Municipal Affairs, Edmonton.

Duties are as follows:-

1. In charge of appeal cases heard by the Provincial Planning Advisory Board, including related correspondence and legal detail.

2. Legal drafting of regulations such as zoning by-laws, interim development, district planning commissions, etc.

3. Visiting local councils to give technical and legal advice on planning administration.

4. Other technical and advisory duties as directed.

Applicants should have a university degree or equivalent training in law or public administration.

This is a permanent position with pension plan, generous sick leave, and holiday benefits. Application should be made in person or in writing to the Director of Personnel, Room 107, Legislative Building, Edmonton, Alberta.

Town Planning Consultants Limited,
614 Church Street, Toronto.

Planning Assistant, Planning Technician, Draughtsman. Experienced in the design of sub-divisions. Salary is dependant on qualifications and experience.

Research Assistant. University education in Community planning or geography, economics or sociology preferred.

Experience in municipal administration helpful. State age, qualifications, experience, etc.

Editorial Assistant. University graduate with editorial experience and a background in either municipal administration, planning economics, or geography. Duties - to collect and compile economic and social data to be used in the publication of a year book.

City of Ottawa

Two positions are available for graduates in engineering or architecture, preferably with experience in planning. The positions are in the Department of Planning and Works and duties will consist of general planning studies with special reference to zoning and land subdivision.

Salaries will be negotiated.

Applications should be made to Mr. G. Martell, Labour Registrar and Employment Officer, Transportation Building, Ottawa, Ontario.

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